

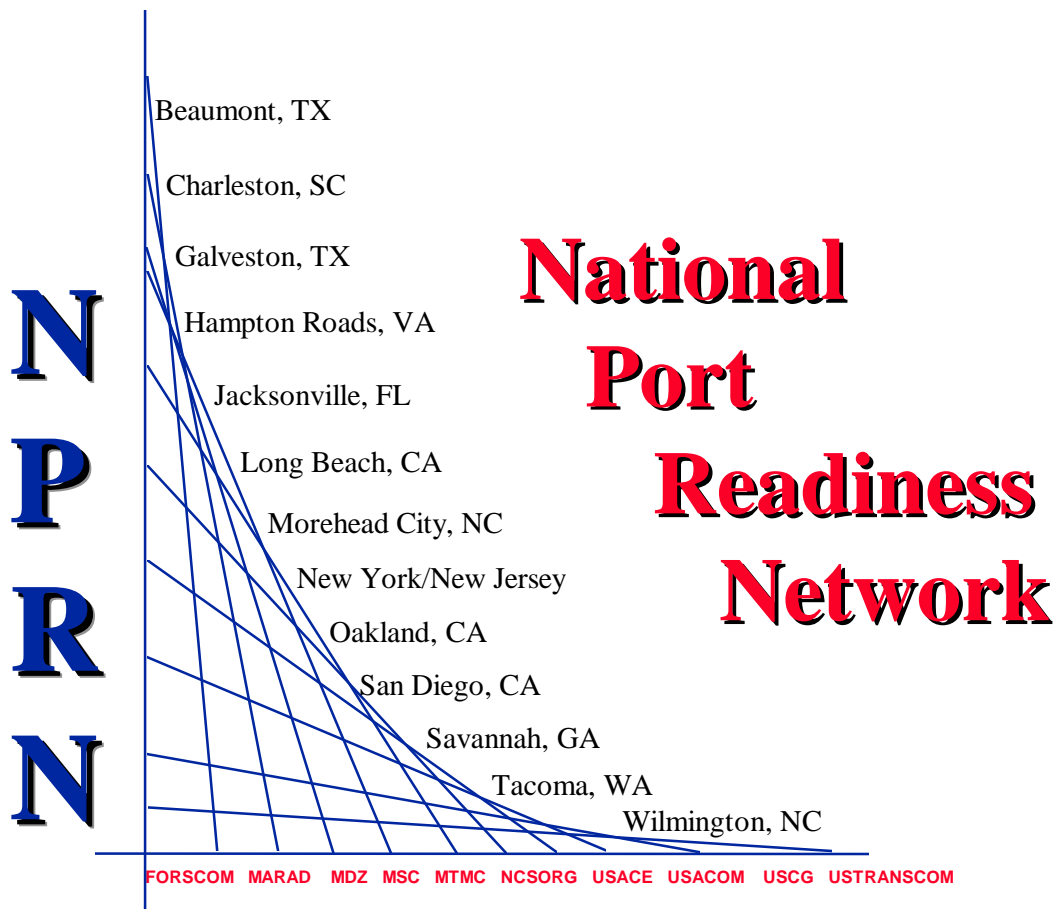
# LINKAGES

VOL. 11, NO. 1

The National Port Readiness Network

April 1997

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# **The National Port Readiness Steering Group**

## **Chairperson**

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## **Members**

Maritime Administration	Maritime Defense Zone	Naval Control of Shipping	U.S. Army Corps of Engineers	U.S. Coast Guard
U.S. Atlantic Command	U.S. Forces Command	U.S. Transportation Command	Military Sealift Command	Military Traffic Management Command

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From: Chairperson, National Port Readiness Network Steering Group  
To: National Port Readiness Network Members

Subject: LINKAGES

1. 1996 was a productive year for the National Port Readiness Network (NPRN) and 1997 is off to a good start. In this issue you will read about our inaugural Strategic Defense Port Workshop which was a rewarding experience for all who attended. Additionally, I hope you will find other articles submitted by NPRN Working Group members and contributors in the field interesting and informative.

2. LINKAGES is one means by which we may keep you informed of events that affect the port community locally and nationally. We Steering Group members encourage you to use this information in your port readiness planning, and to offer feedback on how we may improve this publication to make it more beneficial to you.

3. The point of contact for this edition of LINKAGES is Mr. Al Colvin. You may contact him at the U.S. Transportation Command via phone at (618) 256-5111, or by email at colvina@transcom.safb.af.mil.

//signed//

Margaret D. Blum

## **State of the Port Reports**

By LCDR Dennis Hughey  
(United States Coast Guard)

State of the Port Reports are submitted by each Port Readiness Committee annually in February. The following comments summarize the 1997 State of the Port Reports:

### **New York (MOT Bayonne) PRC**

**Accomplishments:** On 25 January 1996, members of the PRC participated in an alien migration interdiction operation (AMIO) TTX sponsored by the first Coast Guard District. Approximately 28 representatives from seven agencies attended. The exercise simulated the response to a report that a ship was scheduled to unload undocumented aliens on the coast of Long Island; A marine disaster TTX was conducted on 21 March 1996, and was attended by twenty-eight members of the PRC. The exercise simulated a large fire in the engine room of a loaded Staten Island ferry, requiring agencies to re-familiarize themselves with their roles during an incident of such magnitude. The exercise identified both strengths and shortfalls; PRC meetings were held on 20 May, 22 August, and 9 December. A revised PRC MOU was briefed, the Port Authority gave a detailed status report on various facilities, and members agreed to conduct a PRX in the end of June 1997 in conjunction with MTMC's first training loadout at the new Howland Hook facility. A PRX subcommittee met on 5 February to discuss logistics for the exercise in June.

**Issues/Concerns:** The Port of New York and New Jersey will undergo significant changes by the end of 1997 as a result of the closure of MOTBY (MTMC functions move to Fort Monmouth, NJ) and the move of Activities New York to Fort Wadsworth. The loadout exercise in June is largely an effort to identify potential problems and mobilize the necessary resources at Howland Hook for the first time, but further activities will be necessary in order for everyone involved to fully understand their roles. The PRC can play a major role in this endeavor; An influx of new PRC representatives, coupled with reorganizations and reduced staffing levels at many member agencies, has left gaps in the collective corporate knowledge. In some cases, shortfalls in resources to plan for and respond to contingencies are also being experienced. These challenges need to be addressed by the PRC, and tested through exercise play.

**Future Plans/Recommendations:** Continue to promote an energetic PRC through regular meetings and an active communication network; Continue planning for exercises to enhance the Port of New York and New Jersey's readiness capability.

### **Hampton Roads (Newport News, Norfolk) PRC**

**Accomplishments:** Hampton Roads PRC held one meeting on 13 March 1996. Special Agent Kevin Kenneally gave a presentation to the committee describing the FBI's statutory authority and structure for combating terrorism, including the formation of Joint Terrorism Task Forces with state and local law enforcement agencies. His presentation included an extensive summary

of major domestic and international terrorist organizations, their goals, ideologies, methods of operation, and recent actions; The committee reviewed exemptions from the provisions of 49 CFR which allow for the transportation of military hazardous materials. The review covered important facets of the exemptions such as the fact that they can only be used during a declared national emergency, and that they expedite shipments by allowing the Coast Guard to inspect military cargoes at a service's home base rather than the port of embarkation.

### **Wilmington (Wilmington, Sunny Point, Morehead City) PRC**

**Accomplishments:** Wilmington PRC developed a handbook containing information on each member's responsibilities and position during military outloads. The handbook is designed as an information source for the members of the PRC and as a central document for PRC policies and activities; The PRC participated in the Sea Deployment Readiness Exercise Dragon Team 96 which took place in July at the state port. PRC members received briefs from players and members participated. The exercise was a success and members received formal recognition from the Commanding Officer of 1189 Transportation Terminal Brigade (TTB); Marine firefighting (MFF) training was extremely active during 1996. The PRC formed a subcommittee to establish procedures and conduct training within the local community. The MFF subcommittee scheduled and coordinated a series of exercises and training sessions which have raised land based firefighters awareness of shipboard firefighting. Additional training and exercises have been scheduled for the remainder of 1997; The Port Mobilization Master Plan (PMMP) was updated by MSC Central Facility personnel. The PMMP is the only one in existence and contains useful information in the event of a major military outload; MSC 107 conducted a Support Determination and Evaluation Team visit for the ports of Wilmington and Morehead City in July 1996. The primary function was to determine port capabilities and list services and equipment available in the event of an outload; MARAD requested PRC members complete a Port Deployment Assessment Review to update the Port Planning Orders for 1996; Extensive discussions on the impact of hurricanes Bertha and Fran were discussed during two PRC meetings. Lessons Learned were shared so that members could be better prepared for future incidents; Naval Investigative Service (NIS) provided a local area overview and threat assessment for the purpose of informing visiting deployed units of threats to personnel and equipment; PRC developed a mission statement, vision statement and goals for 1997-98 and through 2001.

**Future Plans/Recommendations:** Develop more user friendly lessons learned system which can be accessed through IBM compatible computer systems; Have MARAD further develop a port disruption model for possible use during port readiness exercises; NPRN WG should publish LINKAGES more often.

### **Charleston PRC**

**Accomplishments:** On 12 November 1996 the PRC was revitalized and re-focused on joint operations in direct support of large-scale military mobilizations. New members were introduced and renewed commitments to the PRC MOU were expressed. Monthly planning meetings are underway planing PRX 97 scheduled for 5 June 1997. In addition, the following exercises will also test joint preparedness in the port during 1997: Two preseason (prior to 1 June) Hurricane

TTXs; One Mass Casualty Field Training Exercise; One HAZMAT FTX and one TTX; Four Oil Spill Exercises; Two marine fire fighting TTXs; One marine counter-terrorism TTX.

**Issues/Concerns:** The State Ports Authority (SPA) representative expressed concern that the port of Charleston is operating at full capacity. No facilities for exercises are available without major external funding to offset unavoidable revenue losses. New facilities are planned but will not be operational until after 2000. An actual military deployment will entail a significant disruption in commercial vessel traffic; The MTMC representative noted that with the port at capacity, all available container yards are occupied with large numbers of containers. This means area for staging of military equipment and personnel will be at a premium, as a yard would take weeks to clear. Alternate staging areas must be obtained from commercial property owners, which will mean significant monetary outlay in an actual deployment.

**Future Plans/Recommendations:** The local MTMC command covers the entire Southeastern US, so they take a much more sweeping view of military deployment than each port COTP. The idea of a joint PRX covering all strategic ports in a MTMC commander's area of responsibility should be examined.

### **Savannah PRC**

**Accomplishments:** SPRC began work on developing a series of "responsibility matrices" for response to a wide variety of contingencies. The first scenario chosen was an "environmental protest group incursion" because of an actual incident which occurred March 96 in which an environmental protest group trespassed onto a commercial ship and facility. Since it is realistic that a similar disruption may be attempted during exercise or loadout operations, the SPRC developed a responsibility matrix aimed at preventing such a scenario. Future responsibility matrices will be developed for hurricane/heavy weather, bomb threat, and a hazardous materials release; Several SPRC agencies were fully engaged for about 30 days in the joint effort to provide public and athlete safety and security during the 1996 Olympic Yachting events. The many months of intensive interagency coordination and planning paid off as the Games were conducted without incident in Savannah; SPRC participated in two SEDREs. The first went from 7-26 September involving elements of the U.S. Army's 3<sup>rd</sup> Infantry Division (ID) (Mechanized) onto the USNS SHUGHART. This SEDRE provided the first operational test on Military Sealift Command's first converted, large medium speed, roll-on/roll-off (LMSR) ship. The second SEDRE was held on 8-15 January 1997 involving the loading elements of the U.S. Army's 3<sup>rd</sup> ID (M) onto the USNS REGULUS.

**Issues/Concerns:** Lessons learned in SEDREs brought to light the importance of following specific procedures for the granting of ammunition permits and DOT exemption 7280 regarding the transport of fueled vehicles. In addition, the importance of always lashing down cargo needs to be emphasized; As a follow-up to the latest Enhanced Port Readiness Assessment Report, MTMC needs to work with Georgia Ports Authority to evaluate minimum to maximum Port capacity needs. In addition, the CG will ensure that representatives from the local stevedoring organizations are invited to future PRC meetings; Hand held radio communications incompatibility between shoreside (MTMC) and waterside (Coast Guard) security forces still

exist. The 1189<sup>th</sup> MTMC TTBde is forwarding their capabilities and requirements for hand held radio comms to the CG so that problem resolution can progress; The local SPRC MOU needs to be updated. The last revision was signed in October of 1992. An update to the MOU is a PRC agenda item for 1997.

**Future Plans/Recommendations:** Work towards resolution of the gaps identified above; Continue the development of “responsibility matrices” which clearly define interagency roles and responsibilities for a wide variety of operational scenarios.

### **Jacksonville PRC**

**Accomplishments:** The Maritime Prepositioned Ship (MPS) schedule for 1996 involved six off-load and six backload operations at the Blount Island terminal; Domestic Maritime Security/Threat Advisories were distributed to JPRC members as received from law enforcement agencies. In particular, threat advisories received from the Federal Bureau of Investigation after the Atlanta Olympic Park bombing were forwarded to JPRC members for their information; Most members of the JPRC were involved with planning and tasking in preparation for several threatening hurricanes during the season. Though the storms did not significantly impact the Jacksonville area, the incident provided valuable insight into areas in which the Committee interacted successfully and also identified some areas needing improvement; A SEDRE was conducted 26 April through 1 May at the MTMC facility on Blount Island marine terminal in the Port of Jacksonville. The JPRC toured the operations area and Fast SEDRE command post. Using the SEDRE for PRX and other exercises adds realism to the scenario that is otherwise difficult to recreate. The local chapter of the National Defense Transportation Association was also present for this tour; A comprehensive Port Vulnerability Assessment for the passenger vessel terminals in Port Canaveral, FL was completed and forwarded to Commandant, U.S. Coast Guard. The Port Canaveral Security Working Group, consisting of representatives from many JPRC agencies, produced information and recommendations on the risks, threats and vulnerabilities within the Port to the JPRC Chairman for the preparation of this report; An active Jacksonville Waterways Management Council continued with successfully identifying and addressing port-specific problems. The JWMC consists of numerous agencies throughout the maritime community, many of whom are also JPRC member agencies.

**Issues/Concerns:** As identified in previous State of the Port Reports, the lack of definable threats coupled with reduced budgets and increased tasking, challenges the participation of agencies of the Port Readiness Committee. We intend to “go back to the basics” with the Committee, examining the missions and goals to ensure all members support the JPRC activities.

### **Port Arthur (Beaumont) PRC**

**Accomplishments:** Numerous DOD operations and exercises were conducted in the Port of Beaumont. A total of 144,512 metric tons of military cargoes were exported and 122,264 metric tons were imported during the past year, yielding a total of 266,776 metric tons moving through the port. During “Operation Phantom Lifeline”, some 1,000 soldiers of the 64<sup>th</sup> Combat Support Group from Fort Hood, Texas, simulated a complete logistics task force deployment. This

exercise included the movement of 325 pieces of military equipment and the mock staging, loading, and discharge of equipment. "ROVING SANDS," a combined training exercise between U.S. forces and German Armed Forces involved one thousand pieces of military cargo moving through the port; PORT OF BEAUMONT: Local Port officials are involved in an initiative seeking to deepen and widen the channel in the Sabine Neches Waterway; PORT OF ORANGE: The Port of Orange continued its project to widen the Port's berthing slip from 200ft to 360ft. In addition to the berth widening project, the Port, in conjunction with the U.S. Army Corps of Engineers, initiated a project to remove 8 condemned Navy piers. The removal of these piers and the widening of the Port's berthing slip will allow the Port to have more room for future expansion; PORT OF PORT ARTHUR: The Port of Port Arthur is continuing its efforts to expand its berthing capacity from 1200ft to 2900ft of berthing capacity. This project is expected to be completed during the 1998 calendar year; PORT OF LAKE CHARLES. The Port of Lake Charles moved 543,359 metric tons of breakbulk cargo and 3,200,160 metric tons of bulk cargo. In addition, the Port also leases some facilities which moved 419,765 metric tons of containerized cargo and 617,543 metric tons of other cargo; During 1996 USCG MSO Port Arthur personnel visited 19 MARAD Ready Reserve Fleet Vessels in Beaumont, TX to conduct vessel inspections. These inspections help to maintain the MARAD Ready Reserve Fleet in Phase IV (maintenance) status.

**Future Plans/Recommendations:** Several exercises and deployments are scheduled for the Beaumont area in 1997. The major players in these exercises will be FORSCOM, TRANSCOM, MTMC, MSC, USCG MSO Port Arthur, and local authorities.

### **Houston PRC**

**Accomplishments:** Houston-Galveston PRC is developing an updated PRC handbook, complete with history and lists of available resources available to assist with military outloads; HGPRC participated in OPERATION GRAND SLAM in June 96. This was a USCG Group Galveston exercise which tested Appendix 25 (Marine Environmental Response) of Annex C of OPLAN 9785-95.

**Future Plans/Recommendations:** Develop a national library of references concerning military loadouts and make available procurement sources for reference material; Develop a video highlighting basic military loadout issues that could be used as a training aid for field units, reserves, and area PRC meetings.

### **LA/Long Beach (Port Hueneme, LA/LB) PRC**

**Accomplishments:** Held Port Readiness Committee Meeting on 30 Apr 1996. MTMC presented TURBO INTERMODAL SURGE 96 (TIS96) side show. In-load issues, identification of weaknesses (communications/logistics), and frequency of PRC meetings were discussed, as well as continual difficulties obtaining cooperation where labor unions are involved.



**Issues/Concerns:** The following action items were generated from the TTX conducted in April of 95. Thus far we have received partial feedback from committee members. There are issues yet to be resolved; we will continue to solicit feedback in an effort to resolve these issues.

1. Security: Procedures for identifying unauthorized personnel and controlling access to any Outload Facility should be developed.

2. Communications: A reasonably secure, but accessible form of communication link-up needs to be found in order to coordinate the actions of the many agencies involved in an actual outload. All agencies have cellular phones, but security will be an important consideration when choosing types of communication methods.

3. Field Operations Guide: The creation of an Outload field operations guide including an organizational chart, responsibilities, use of force policy and other guidance would be of great value in conducting an Outload.

4. Define secondary staging of "marshaling" areas for an Outload to take place at designated Outload sites.

**Future Plans/Recommendations:** Intend to wrap up action items previously identified, and to use future PRC meetings as a forum to measure success of their implementation via field/TTX exercise, and identify additional action items.

### **Northern California PRC**

**Accomplishments:** PRC Northern California met four times during 1996 and regular attendance and participation by all members was excellent; A newly established Explosive Loading Waiver Subcommittee developed processes to clarify waivers for explosives shipments. The Port Security Subcommittee examined the USCG security role at NWS Concord and developed alternative scenarios for protection during military loadouts; The PRC and staff completed a comprehensive Port Readiness Guide (PRG). The PRG is an excellent reference for agencies and operations specific to the PRC and its member agency responsibilities. All information was provided by PRC members and will be updated annually. The Guide will also be used and evaluated during PRX 97.

**Issues/Concerns:** The BRAC closure of the Oakland Army Base creates a temporary void in military outload site requirements. This is in the process of being evaluated by each affected command and reports are included in each PRC meeting; Military outload site security for areas of USCG responsibility is undergoing review to determine if current protection assessments are adequate. This review will result in contingency planning updates as appropriate; Many agencies submitted updates on their BRAC-related agency relocations. Several member agencies are impacted by major changes in both command and field unit moves and it appears that many of these changes will not be known until the end of 1997 or early 1998.

**Future Plans/Recommendations:** The Port Readiness Committee continues to work well as a discussion and planning forum. All members concur that it is an effective group for local port security issues and coordination of mutually beneficial exercises, such as PRX 97 and TC 98.

### **San Diego PRC**

**Accomplishments:** The San Diego PRC met for the first time February 20, 1997. A draft Memorandum of Understanding was completed. All involved parties and points of contact were identified.

**Future Plans/Recommendations:** Continue to work through the PRC planning process, identifying shortfalls and port specific vulnerabilities. Finalize the MOU, and participate in the Pacific Area Port Security Unit exercise in August 20-23 1997 in San Diego. A TTX is tentatively scheduled for April 1998.

### **Pacific Northwest (Puget Sound/Columbia River) PRC**

**Accomplishments:** MTMC 1313<sup>th</sup> Medium Port Command conducted two Military Outload exercises: "Foal Eagle 96" and "Cobra Gold 96."; PRC briefed on the National Interagency Incident Management System (NIIMS) Incident Command System (ICS) as a possible tool to help the management and coordination of military outloads; PRC briefed on the Northwest Area Contingency Plan (NWACP)/Geographic Response Plans (GRP); PRC presented letter of appreciation to Mr. Bill Kittrell for 22 years of faithful service to the Port of Tacoma. Mr. Kittrell played a major role in the Port of Tacoma receiving the MTMC Annual Quality Award recently presented to Mr. John Terpstra.

**Issues/Concerns:** There is a continuing need to hold quarterly Port Readiness working group meetings to maintain established lines of communication between the signatory agencies. Quarterly meetings also serve to address updates to the PRC Handbook. The Northwest Port Readiness Handbook will be revised during 1997; There is a continuing need for ongoing training, planning and exercising in the following areas: HAZMAT cargo handling and packaging, Unified Command, and bomb threat and emergency responses during outload operations.

**Future Plans/Recommendations:** The Northwest Port Readiness Committee remains a crucial element for the coordination and safety of both military and civilian transportation of goods. With that focus in mind, the Northwest Port Readiness Committee continues to be a cooperative and active contingency planning body.

### **Honolulu PRC**

**Accomplishments:** HPRC held three meetings during the year. In addition to various agency briefs, Commander In Chief, Pacific (CINCPAC) was invited to join HPRC as an associate member; A Port Readiness Exercise (PRX 97) was held 14 November 1996, and tested a military outload scenario with Non-combatant Evacuation Operations (NEO) and an approaching hurricane. MTMC Pacific did an excellent job coordinating the exercise with the assistance from

an inter-agency exercise planning team. The exercise confirmed what is stated in the NPRN MOU: that Pearl Harbor is the appropriate outload port, and that the port of Honolulu should not be designated as a strategic port.

**Issues/Concerns:** Correspondence that identifies Honolulu as a strategic port is not technically correct and can lead to confusion. Pearl Harbor is the actual facility that will be used in an outload.

**Future Plans/Recommendations:** Recommend that the Port of Honolulu not be classified as a strategic port and substituted with Pearl Harbor. HPRC continues to serve a purpose for open communications between signatory agencies. HPRC will continue to meet and has scheduled two meetings for 1997 in May and November.

### **Corpus Christi PRC**

(Corpus Christi maintains a voluntary PRC even though they have not been designated a Strategic Port)

**Accomplishments:** On 12 February 1997, Corpus Christi hosted a military outload operation during M/V GERMANIA's first visit in support of the major multi-national military outload exercise "Roving Sands." The purpose of this visit was to offload containerized military cargo and 3 containers of high grade explosives. The MSO coordinated with Coast Guard Group Corpus Christi to provide a Coast Guard escort vessel to enforce a moving security zone during the M/V GERMANIA's inbound transit and a stationary waterside security zone at the port facility during the transfer of explosives from the vessel to the pier. This was the first time the Port and the Coast Guard addressed physical security issues of this nature, and overall, the loadout operations went well; On 27 February 1997, members of the PRC hosted a Naval Coastal Warfare (NCW) seminar. This roundtable discussion, in a TTX format, was directed and organized by our offer to help the CG Atlantic Area command to satisfy a Maritime Defense Zone need.

**Issues/Concerns:** PRC Corpus Christi expressed concern that military essential facilities are more likely terrorist targets than high capacity passenger vessel terminals.

**Future Plans/Recommendations:** PRC Corpus Christi would like to see more frequent publication of LINKAGES; The Port of Corpus Christi intends to actively pursue designation as a strategic port. The level of activity in all of the South Texas ports is increasing and that trend is expected to continue. A number of government and private industry sponsored cross-border transportation initiatives with Mexico are under consideration, including linkage of the GIWW with an ICW to be created in Mexico.

## **Port Trends**

by Major Ladonna Idell  
Military Traffic Management Command, Plans

The first cycle for port assessments is complete. The most recurrent theme, on the plus side, is a feeling of cooperation between the member agencies of each Port Readiness Committee. On the down side, for the military, is a trend toward congestion of staging areas and berths at the strategic defense ports that make it difficult for the ports and MPCs to predict the availability of facilities during a deployment. The predicted national trend from the Department of Transportation is that this situation will get worse. Container traffic for the US is projected to increase 6% annually. This increase in container traffic could further negatively impact military deployment operations due to a shift to "container only" terminals and a loss of expertise in handling the RORO and breakbulk cargo. And, of course, there will be the ever increasing congestion of already crowded terminals as ships get larger and faster--a trend DOT says is coming. Not only can we anticipate a trend toward more congestion, we should expect to see an even greater strain on the national transportation infrastructure.

So, what do we do about all that? There are a lot of different agencies concerned about these trends for various reasons. All have an investment and are working to resolve at least a part of the problem. USTRANSCOM is working on a more standard way to express readiness reporting. MTMC is working with the Corps of Engineers to create ways to handle staging and to establish priorities for dredging of strategic seaports. The DOT is bringing together military, port, and industry representatives to determine the best way to address infrastructure congestion. The NPRN is working on or has completed initiatives as reported during the 1996 Strategic Port Workshop. All are very important endeavors. However, the most important people in the equation are still those folks that interact on a daily basis at the local level, to resolve issues and continue to assess the ability of our forces to deploy from the strategic ports.

The MPCs will be the first to detect a potential show stopper and should be the first in the fray to help resolve the issue. While we are willing to ask the Department of Transportation for a National Shipping Authority Order (NAO) or a National Shipping Authority Priority Order (NSPO) it is still best to contract for the required properties and services through normal commercial negotiations. It is far better to know if an NSPO will be necessary before a deployment starts. And, finally, only if absolutely necessary, add to our list of strategic ports.

Conclusions? The environment is dynamic and will always be a challenge. All agencies must stay aggressive in an endeavor to stay informed, know what the situation is at each port, and be willing to act, not react, to resolve those problems.

**East Coast Port Analyses Now  
Complete**

by Mr. Paul Burgener  
Transportation Engineering Agency



The Transportation Engineering Agency's (MTMCTEA's) Ports for National Defense (PND) publications are very popular among defense agencies as a reference for seaport characteristics and capabilities. The new 335-page East Coast PND volume covers eight militarily useful Atlantic ports, using over 200 color maps, photos, and charts. Although the supply of hardcopies is exhausted, TEA still has the reports on CD-ROM. Eventually, the reports will be on the Internet. Once the reports are on the Internet, TEA will make updates as they learn of changes to port facilities.

Each port report is broken into three main sections. The first section, General Data, describes port facilities, beginning with access routes. The water access map provides navigation data such as tidal variation, distance to open water, channel restrictions (width, depth, and overhead obstructions), and turning basin sizes and locations. Highway and rail access maps show likely routes convoys and rail carriers would use. Other data in the characteristics section include fixed facilities (open and covered staging areas, truck and rail end ramps, wharf and container cranes, etc.) and material handling equipment at or near the port.

## **BERTHING CHARACTERISTICS OF PORT ELIZABETH TERMINAL**

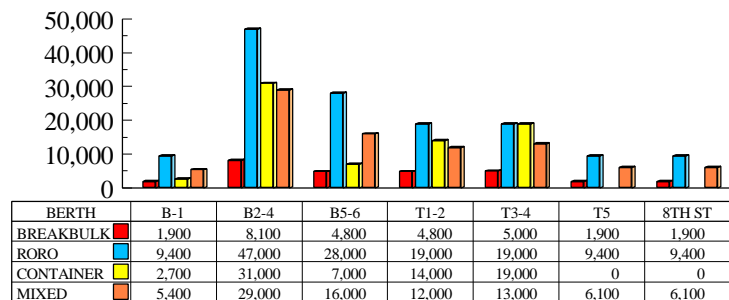
Characteristics	Berths						
	52-60	64-66	68-74	76-78	80-86	88-92	94-98
Length (ft)	2,200	2,000	3,575	1,183	2,532	2,019	2,500
Depth alongside at MLW (ft)	35	35	35	38	38	38	40
Deck strength (psf)	500	500	500	500	500	500	500
Apron width (ft)	Open	Open	Open	Open	Open	Open	Open
Apron height above MLW (ft)	12	12	12	12	12	12	12
Number of container cranes	4	3	1	0	7	4	3
Number of wharf cranes	0	0	0	0	0	0	0
Apron lighting	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Straight-stern RORO facilities	Yes	No	No	No	No	No	No
Apron length served by rail (ft)	300	1,700	0	0	0	0	0

The general data section also describes future development plans for the port.

The second section of each report, Throughput Analysis, estimates the port's capability to receive, handle, stage, and load military cargo onto breakbulk, RORO and containerships. Bar graphs allow quick comparison between different berths and terminals.

### BERTH THROUGHPUT CAPABILITY

MTON/DAY



B = Blount Island

T = Talleyrand

The last part of the throughput analysis section lists the ship classes that can operate at each berth, and limitations. For example, the ramp of a fully-loaded RORO vessel might not access a high apron at low tide.

The last section, Application, analyzes the port's capability to deploy notional military units. Large ports are challenged with an entire division, while small ports only consider a brigade. The analysis evaluates the facilities in MARAD's *Planning Orders Digest*, when they apply.

MTMC/TEA publishes the PND reports in three volumes: Gulf Coast, West Coast, and East Coast ports. Altogether, the three volumes cover 25 CONUS ports. In 1993, TEA revised the format to include color photographs, bar graphs, and computer-drawn maps. The final volume (East Coast) is now being distributed with the new format.

Research begins by visiting the port authority, MTMC port commanders, and local railroad experts at each port. After completing a questionnaire, gathering maps and brochures, and taking pictures, TEA analysts consolidate the data into user-friendly reports.

One of the primary customers for the reports is the Plans office at HQMTMC. They use TEA's reports to help determine which ports are capable of deploying DoD's fighting forces. Other major customers include the transportation terminal brigades and battalions, port commanders, and port support activities. These organizations use PND reports for operational purposes. For additional information about the Ports for National Defense, contact MTMC/TEA at 800/722-0727.

## USACE Updates

by CPT Darryl Thompson, USA  
U.S. Army Corps of Engineers

**Staging Area:** Based on the possibility of limited staging area space and land availability at some ports during military deployments, the Corps of Engineers and MTMC are working on a Memorandum of Agreement (MOA) that will arrange for the off-port leasing of staging areas. Specific property information associated with the program will be classified. A second draft of the MOA is currently being reviewed by both agencies. The MOA is expected to be approved and signed in the third quarter of 1997.

**Dredging:** The Corps of Engineers is now sharing information with MTMC and MARAD on its collection of current, seasonal and historically compiled data concerning dredging operations at strategic ports. The Corps goal is to establish a MOA with MTMC which *prioritizes and* specifies the maintenance requirements for dredging depths of channels and waterways at strategic ports.

## 1313th Medium Port Command Alaska Detachment



## Humanitarian Assistance

By MAJ Bryan D. Green, USA  
Commander, MTMC-Alaska Detachment

The 1313th Medium Port Command's (MPC) ability to perform intermodal international service as the "Single Port Manager" for Alaska was put to the test with this Humanitarian Assistance Program (HAP) shipment which provides an excellent real world story. It was an opportunity to provide superior customer service and assistance as well as demonstrate the terminal's ability to expedite cargo. MTMC-Alaska Detachment coordinated and provided support for the HAP for the first surface shipment from Alaska to the Republic of Kazakhstan, Russia.

The request was initiated by the Department of State and forwarded to the Department of Defense to provide and transport excess DOD non-lethal property to Kazakhstan. The lack of sufficient snow removal equipment in Kazakhstan was causing both loss of life and undue hardships on the people of Kazakhstan which made this requirement a *high priority*. The equipment had to be capable of operations in arctic and sub-arctic environments due to the extreme cold weather conditions in Kazakhstan. The equipment identified in Alaska was ideally suited for this environment as it was pre-configured/equipped for arctic and sub-arctic operations.

Timing was a critical factor for getting the shipment from Alaska to Kazakhstan due to arctic and sub-arctic conditions in Alaska, and the mission was executed on short notice. The contract for the shipment was awarded by the Joint Traffic Management Office (JTMO) on 15 November 1996, to the Far East Shipping Company (FESCO). On 20 November, equipment moved to the Port of Anchorage for loading on the *MV Anadyr*. Vessel loading operations were completed on 25 November in sub-zero temperatures. The *MV Anadyr* then departed Anchorage, AK, on 27 November for the Port of Vladivostok, Russia, where the vehicles were offloaded and moved to their final destination on the Russian Railroad.

In August 1996, Mr. Lee Gavitt, Transportation Specialist Alaska Detachment, assisted LTC Morris in preparing the first draft of the One-Time-Only-Request (OTO) for the Kazakhstan shipment. The OTO was forwarded to the Joint Traffic Management Office (JTMO). This started a long series of staff actions by the Detachment and the 1313th to orchestrate this shipment.

The 1313th MPC Ocean Cargo Booking Office acquired the source documentation and entered it in METS to generate the Export Traffic Release Request and Port Call File Number. The Alaska Detachment provided direct assistance to the ITOs at Fort Richardson and Fort Wainwright in preparing the MILSTAMP documentation. Mr. Roy Ehrhart did the yeoman's work of obtaining the information and getting it into the Worldwide Port System. This effort saved the ITOs a considerable amount of time and ensured accurate movement data for the shipment. Staff coordination and communications with the customer and supporting organizations within DOD and at other Federal Agencies were the key to success. It really paid



dividends during execution -- facilitating the resolution of problems such as customs clearance, documentation, and the actual movement of cargo.

The Alaska Detachment conducted two final coordination meetings after 15 November. The first meeting was held with the contract carrier FESCO and the second with the Fort Richardson Transportation Office. On 20 November, the actual shipment commenced for the first leg of the journey, with 71 pieces of equipment moving to the Port of Anchorage, AK, by rail from Fort Wainwright, AK, (approximately 358 miles). The movement of 67 pieces of equipment and three containers from Fort Richardson, AK, (ten miles) commenced on 21 November. All equipment arrived at the port on 23 November.

On 25 November at the Port of Anchorage, AK, a total of 138 vehicles with snow plows, sanders, and three 40' containers of spare parts and cold weather gear (total of 3,883 measurement tons or 702 long tons of cargo) were loaded on the *MV Anadyr* (Russian ice breaker class, self-sustaining RO/RO ship). The ship departed the Port of Anchorage at 2000 on 27 November.

The expeditious delivery of this urgently-needed equipment to the people of Kazakhstan was facilitated by the truly synergistic team work by the 1313th MPC, the Alaska Detachment, and the JTMO.

This was Alaska Detachment's second HAP shipment. Earlier in the year, the Detachment provided staff and planning assistance to the Office of the Secretary of Defense (OSD) Project Officer for a HAP shipment moving from Alaska to Rwanda. The first shipment departed by air on 26 March 1996, as a result of the joint effort by MTMC AK Detachment, 6332d Aerial Mobile Support Squadron, and Fort Richardson's Installation Transportation Office (ITO). During this operation, the Detachment prepared the initial estimate for both air and surface modes of shipment and served as a coordinator/liaison for the Project Officer.

The shipment involved the expeditious movement of critical supplies and equipment from Alaska to support the International Criminal Tribunal for Rwanda, World Food Program, and People of Rwanda. The Alaska Detachment was recognized by the Assistant Secretary of Defense for Special Operations and Low Intensity Conflict for assistance and coordination provided to OSD.

## **Relocation of the 1302nd Major Port Command**

By Ms. Mary Myers

On 6 March 1997, the Department of the Army announced the relocation of the 1302nd Major Port Command from the Oakland Army Base to Concord Naval Weapons Station in Concord, California. Approximately 75 military and civilian employees will move into existing space at Concord by 1 October 1997.

The 1302nd Major Port Command has been located in Oakland since 1941; however, on 23 June 1995, the Defense Base Closure and Realignment Commission voted to close the Oakland Army Base (OARB) and to relocate the 1302nd Major Port Command within the Bay Area. Since then, the 1302nd evaluated the Ports of San Francisco, Benicia, Richmond, Oakland and Concord Naval Weapons Station for pier water depth/strength, staging area, cost, and location. It was concluded that Concord Naval Weapons Station was the best site for its ability to support the unit's operational requirements at the most competitive operating coast. The Port of Benicia will be used as a secondary vessel operation site.

The 1302nd Major Port Command Container Freight Branch will not relocate to the Concord Naval Weapons Station, as it will become contractor-owned and contractor-operated, effective 1 October 1997, and is anticipated to remain in Alameda County.

## **Strategic Defense Port Workshop**

by Mr. Bill Aird  
Maritime Administration

The Strategic Defense Port Workshop was held in Washington, DC, at the Federal Aviation Administration Building auditorium on December 4th and 5th, 1996. It was jointly sponsored by the Maritime Administration, the Military Traffic Management Command, and the American Association of Port Authorities.

The attendees included representatives from the 10 ports with Port Planning Orders, military and civilian defense and transportation officials, and a variety of other individuals. They were welcomed to the workshop by the Maritime Administrator, Albert J. Herberger, and the President of the American Association of Port Authorities, Kurt Nagle.

The day and one-half workshop addressed three major areas: (1) deployment planning and execution through strategic defense ports, (2) communications and data exchange, and (3) port safety and security. Speakers made presentations on various aspects of these topics and there was much interplay between the attendees and the speakers. The program had been developed so that newly appointed port and military personnel would have a better understanding of the deployment process and problems and so that "old hands" could discuss previous problems and recommend actions that might be undertaken to improve future deployments. An outline of the agenda follows.

Many issues were discussed but one area receiving more attention dealt with commercial port operations during a deployment. It was noted that ports operate in a “feast or famine” environment and that military deployments may have major impacts on the ports as far as the disruption of commercial cargo. Deployments present unique problems dealing with the surge of large amounts of cargo through ports in a short period of time. The military needs to provide as much advance notice as possible to the ports before a deployment so actions can be taken to clear staging areas and make operational adjustments to accommodate both commercial and military cargoes. The ports have flexibility to meet the military needs but prior planning and training is essential. It was recommended that the cost side and efficiency of planning orders should be evaluated.

The workshop provided an ideal setting for the exchange of information. It was regarded as so successful that there was a strong suggestion that another workshop be held in 1997. To that end, a written communication from the Chairperson of the National Port Readiness Steering Group to all attendees requested their views on where the workshop should be held, its format, and its length.

### **1996 Strategic Defense Port Workshop Agenda**

#### **Workshop 1: “Deployment Planning and Execution Through Strategic Defense Ports”**

##### Topics

- Strategic ports selection process
- Deployment sequence
- National Port Readiness Network
- FPC duties and responsibilities
- Port Planning Orders
- 46 CFR 340 (Priority Use and Allocation)
- Ports visits and readiness reporting
- MPC, Tiger Team, terminal operations, TTBs and DSBs
- Commercial port view of process and commercial concerns
- Ports for National Defense Process report capacity/throughput
- PORTSIM, GIS for ports
- Cargo measurements (Profilometer)
- Demonstration of Disruption Model
- Commercial port view of capacity/throughput, compensatory charges, commercial disruption and other concerns.

#### **Workshop 2: “Communication and Data Exchange” (Organizational communication needs, interoperability requirements, and cargo data needs)**

##### Topics

- Security clearances
- NPRN communication review/matrix and STU-III phones
- Surface Distribution Plan

Worldwide Port System, ICODES  
Commercial port information and communication requirements and concerns.

**Workshop 3: “Port Safety and Security”** (Identify responsibilities and levels of involvement of various organizations at port level regarding security and safety)

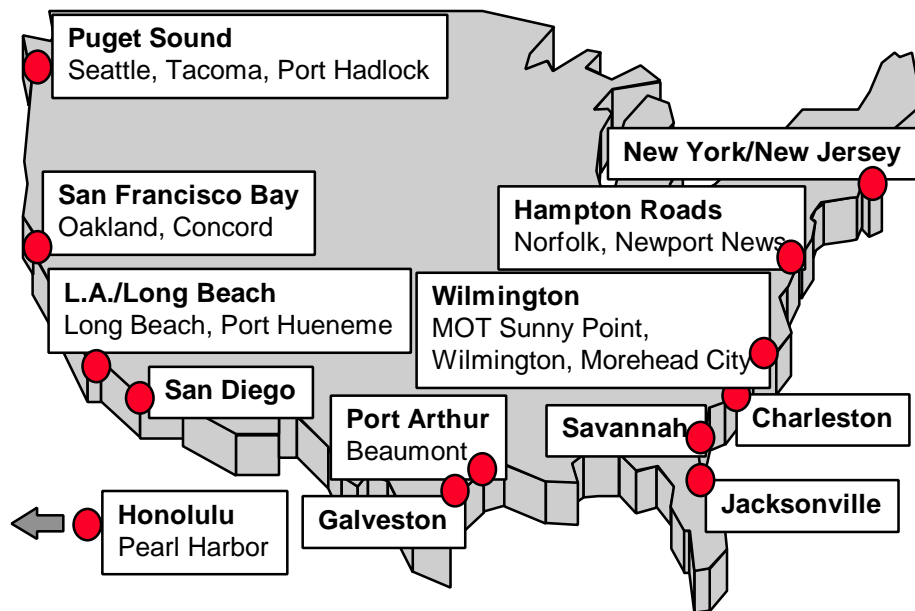
Topics

Overview of responsibilities at port level  
Military security forces  
Ammo/hazmat waiver process  
Port security force and concerns

## Strategic Ports

(Extracted from NPRN Memorandum of Understanding Revision Four)

- Strategic ports are U.S. ports designated to support **major force deployments** during the initial surge period under one or more national defense contingency plans. They are selected based on their proximity to deploying units, transportation links to those units, and port characteristics.
- Strategic ports **also include primary military ammunition ports** (Military Ocean Terminal Sunny Point NC, Concord Naval Weapons Station CA, and Port Hadlock WA) whose operations would impact unit deployments due to their proximity to other strategic ports and the nature of their activities during deployment.
- Because normal port operations would be significantly impacted, prior preparation and coordination are essential to maximize port responsiveness and throughput of critical DoD cargo, while simultaneously **mitigating adverse impact on normal port operations**.
- Port Readiness Committees responsible for these ports are mandatory.
- MOU (Annex E) includes a list of alternate ports which could be used for deployment of unit equipment under certain circumstances such as extreme national emergency and damage to primary ports. PRCs located in Non-Strategic ports are not mandatory, but provide an interagency action group to respond collectively to crises. This has proven invaluable for responding to natural disasters.
- The following map illustrates locations of Captain of the Port Zones, with specific strategic seaports in each zone.



## **National Port Readiness Network Steering Group**

(As of April 1997)

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## **National Port Readiness Network Steering Group, continued**

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## National Port Readiness Network Working Group

(As of April 1997)

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